

## S.H. 44 Corridor Preservation Study Comment Form Transcription May 24-25, 2006

#	1. Do you think improvements are needed on S.H. 44 from Eagle Rd. to I-84?	2. Describe the experience you would like to have when traveling S.H. 44.
1	No parking lots- mini mall stop lights 4 lane with center divider	Divided highway- turn lanes rounding corners for easier truck turning. Need some kind of mass transportation for future traffic.
2	<ol style="list-style-type: none"> <li>1. No parking lots- minimal stoplights. 4 lanes with a center divider propositioned to include mass transit such as rail or conversion transport. (See comment 8)</li> <li>2. When designing- include cache ponds for all runoff</li> <li>3. City bypassed with limited development on bypass</li> <li>4. Middleton may want to rethink by pass route.</li> </ol>	Divided highway, town bypasses, each town sets aside land for Public Transportation Terminal. (See comments) <ul style="list-style-type: none"> <li>• Star <u>now</u> needs right lanes “posted” rt. lane must turn right” and stripe appropriately at each intersection.</li> <li>• Speed limit 55 in just fine</li> <li>• For all turnoffs (side streets) please don’t make them square like the county does- rounded curbing to accommodate large trucks.</li> </ul>
3	Widen the existing highway and reduce speed to 45 max this will increase safety, noise, and ingress and egress	Reduce speeds to 45, and add safety barriers to sides Drop speeds to 25 in town and extend out 2-3 miles
4	Yes, access, noise	
5	Less stoplights are needed- bypass needed	I like driving 55-60 all the way to Boise The freeway is nice but gets congested
6	Traffic lights Widening (4 lanes) Lighting Cross walks Beautify	Low speeds Cross walks Off road parking
7	A reduction of traffic through the towns (star and Middleton) is critical. The construction in Ada and Canyon County has caused a huge increase in landscaping vehicles, concrete, gravel trucks etc.	The speed limit outside city limits seems to be reasonable. These are intersections along the way that could probably justify speed limits. But to keep traffic flowing, I hope there are not many.
8	Yes- Multiple lanes, free right turn lanes, better access control, and require deceleration lanes at development entrances.	More lanes, signalized left turn bays
9	Multi-lane Safe turning solutions Slower speeds at major intersections Hwy 44 and 30 35 mph between cemetery and Marjorie 25 max. West; 44 and Stone Lane, drop to 45, El Paso drop to 35. 44 ext. East- drop to 35 at bottom.	See above of the Hill west of I-84

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#	1. Do you think improvements are needed on S.H. 44 from Eagle Rd. to I-84?	2. Describe the experience you would like to have when traveling S.H. 44.
10	Access to Hwy 44 from Duff lane	Speed limits to accomplish safety Turn lanes Noise barriers Services available to each side of road Safety features for pedestrians and bikers Speed limits a necessity.
11	Needs to be 4 lanes Middleton needs some stoplights	All listed, safety, 55 speed limit
12		Traffic congestion in Star. Star needs bypass-or-at minimum-limited accesses. Much of the commercial prop/ recently developed accesses without limitation. 4 lanes and a limited access plan W. of Star wont function w/o star bypass. Also consider limiting High School locations to 1 mile min. Away from corridor. Park/Hwy 44 is a mess from High School Drivers.
13	Yes need controlled access to S.H. 44 so one can get off safely	50 or 55 mph
14	Safety on Main Street for both vehicles and pedestrians	Smoother travel through Middleton with a minimum of disruption. Safety for students at our existing school is a prime concern.
15	I would like to see a pedestrian overpass on the 44 corridor. Tying in with our Boise path preservation Street lights Traffic Lights	I would like safe roads/ proper turning lanes a safety median/ street lights to see the road and right of ways properly Smooth flow
16	Another river crossing between Middleton Rd at I84 Emmett Rd. would be my choose	Speed limit of 55 mph (off ramps) at major intersections.
17	Yes. I like the idea of having an alternate route thru Middleton. Having an alternate route through Star would also be a plus. Having parallel roads from Star to Middleton might be an answer.	At least 2 lane each – with a turning lane in the center.
18	Yes 4 lanes w/ turn lane Traffic flow, safety, funding, take into consideration horse riders, runners and joggers children safety- walking to school (slow) future growth. Prepare for future stoplight needs.	Planned flow (stop lights) where it meets the needs of directional flow, 4 lanes w/ turn lanes.

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19	Alternate routes with connective to major roadways on divided highways with frontage roads.	60 mph seems to work fine but the amount of traffic that bottle needs from SH16 to Eagle is _____. Smooth flowing traffic and alternate accessibilities to subdivisions.
20	Access- backs frontage roads – limited access	Ok now but as development increases speed with decrease- 44 is a major route east. Need to protect access, speed and safety as development occurs.
21	Yes. Stoplights for children crossing to get to school Speed limit	Center median, 35 mph speed limit passing housing
22	I would like very much to have the gravel companies pay for a left turn lane into their gravel pits and an acceleration lane and deceleration lane from their gravel pits Location: between Blessiser Ln. and Kingsbury Rd. (and any new ones)	Leaving Middleton eastbound, I think the speed limit should remain 35 mph until you reach the 55 mph sign.
23	Access to highway, need a bypass, revise	Proper street lights- speed limit 45, limited banked for snow ice on road, high wall to contain noise in dense housing areas, Properly landscaped. Greenbelt- Bike lane
24	1. Insuring traffic moves smoothly along SH 44 w/o numerous traffic lights (between Eagle and Middleton) 2. Minimize number of access streets/roads/driveways/ect. Along SH-44- also providing accommodation for traffic not needing to move distances along SH-44 (i.e. parallel roadways)	Ability to drive at a steady, consistent speed Turn lanes for main intersections
25	I would like this Highway 44 and 20-26 restored to highway status to move on to and expressway or better freeways to be able to make traffic without stopping every ¼ mile. Growth developments must be kept back and use access roads to prevent Eagle Road type congestion.	I would like a minimum 55 mph or if designed as an expressway 65 mph. I would like over pass underpass diamond transitions at major connectors to eliminate stoplights.
26	Yes, I live near Highland. It's very hard to get onto 44, also very noisy.	Easier on and off highway less noise possibly bike lanes
27		Speed limits must be right at reasonable level to accommodate the ever-growing senior populations in their attempts to remain self sufficient.
28	Yes. I would like it to remain a highway that maintains 55 mph as much as possible. Keep the access points to a minimum. I would be nice to have 4 lanes w/ turning lanes at the main access points.	A lot of my trips into Boise are to north end destination so I would like to be able to drive w/o continual stopping at lights. Minimize access points.

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29	Yes- congestion, <u>Speed limits</u> , pedestrians, stop signs	No right hand passers, turn lanes lower limits for cities More options for flowing traffic not stopping in town. Green belt extensions
30	Absolutely! Were in desperate need of a good public commuting system such as bus, railroad or road improvements!	Safety improvements via turning lanes, a commuter lane for buses and vehicles with more than 1 ride(s). Heavy fines and enforcement for violators between rush hours in the am and pm.
31	Overall SH 44 still services east/west traffic well. I believe if current "traffic laws were enforced" the accident rate would decrease. Ticket drivers for speeding, tailgating, aggressive driving	1. Speed limit <u>ENFORCED</u> at 55 mph 2. Traffic signals at each major n/s intersection (i.e. Can-ADA Kingsbury, Lansing, Duff)
32	Access to river- i.e. improve green belt. Has to be professionally done to keep trash and – out of the area	Speed limits- eg. from old Hwy 30 east should be 35 mph to the bottom of the hill
33	Noise, Volume- traffic control	Speed is good Traffic control as needed
34	Most definitely. Add capacity, especially between SH 16 and Eagle road. HOV lanes would be great. Fix Park and Linder signal timing ASAP (o.k. I realize this is an ACHD thing)	I enjoy driving the road when its not peak hour. The rural feel, speed, etc. Don't allow too many signals.
35	Bypasses for Star and Middleton don't remove the ability to pass by putting in the center medians. All signals should have RT and LFT turn lanes with arrows.	Studies could be done to alter signal timing to accommodate the flows in morning vs. afternoon.
36	Yes-need Middleton Bypass, will help develop downtown Star-needs a bypass, between Star and Middleton-two lanes each _____ center median short term need center turn lane from Eagle to I-84. Long term need more than 5 lanes- Consider the location of the new high school.	Would like to see limited access expressway center lanes need to be analyzed, shift right hand turn lanes, problem with left hand turn lanes, need to look at passing lanes. Need parallel roads. Consider mass transit option, make sure we have enough density. Consider bike lanes and separated pathways. Needs to be a major transportation corridor.
37	Improvements are needed on this road. The main issues that concern my family are volume, access, speeds, and noise.	Safer intersections and lower speeds
38	Yes	50 mph

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39	Yes 1. Compatibility with _____ 2. All parts need to be in place before you start 3. Must include state as _____.	Noise Safety
40	It really needs to be widened-stop sign in Star at Plummer would be beneficial-I'm sure Middleton has similar situations.	When you are trying to go to Estrella Plaza in Star where there are about 16 businesses coming from Star toward Eagle, the only access available is to make a technically illegal left turn, which could result in a ticket or getting rear-ended. During peak periods Star gets really backed up on State Street- I'm sure you know-
41	Yes too busy/ congested. Stoplights needed and don't wait until 2008! At a minimum multiple stop signs-greenbelt, school, cemetery roads, firehouse too.	Speed limits in existing SH44 must be monitored.
42	A completely new highway or corridor north of Middleton & Star should be considered. Along Willis Rd, Foothill Rd, and Floating Feather. If you place.	Less intersections for continued flow and safety. Fuel efficiency, pollution, and traffic congestion are all dealt with more positively at 55 mph. It should include bike lanes and _____
43	Yes – At least 4 lanes (2 – way) with turn lanes (or open center 5 <sup>th</sup> lane) Signal lights no closer than 1 mile Speed limit of at least 50 mph (faster if applicable)	I would like to travel at 60 mph. Turn lanes at intersections Longer speed up lanes for traffic that is not required to stop (similar to Linder N.B. at 44, just longer)
44	Congestion relief between Hwy 16 and Eagle Rd. Accessibility to Hwy 44 from subdivisions along Hwy 44. 4 lanes from Star Rd. to Eagle Road.	Bike lanes, lowered speed limits in downtown Star (Star Rd. to Hwy 16), additional stop lights- intersection of Rockbridge and Heron River
45	Yes-attention to safety access from north/south Roads crossing SH44, improvements to stoplights Passing lanes, use of frontage/backage roads should be considered. Have consideration for commuter buses, part and _____ lot expansions been made?	Concerned about a center turn lane-safety should be a _____ for improvements to this route. It will only get busier as the east/west areas along the HWY continue to grow, as well areas to the south and north.
46	Yes! More lanes in each direction, maintaining a center turn lane, access roads (feeder streets), bus lanes and HOV lanes.	Highway speed limit of 55 (understanding reduction in cities along the route) ability to come out of my subdivision into a center turn lane in order to merge into traffic; travel along without stopping behind every bus stop during school session.

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47	Yes! I think a limited access plan would be ideal together with lanes to merge traffic; long turn lanes and both left and right, a constant highway speed, and traffic central lights that are timed for an optimum speed. Car pool lanes the length of the corridor would also be ideal.	I would like to "hop" onto the highway somewhere near my home, set the cruise control for 44-60, not need to stop and go for turning traffic and incoming traffic, and limited stops at major feeder streets i.e. Hwy 16, Linder.
48	As shown to me by WGI representatives, the plan for 6 lanes to park, 4 lanes to Star and 2 lanes to Middleton makes good sense. All Highway 44 frontage is best suited for commercial activities. Acceleration, deceleration lanes on 4-6 lane roads and turn (center) lanes on 2 lane roads work best.	Speed limits should be slower on the entire road.
49	Yes- Would like to see 4 lanes added with a center turn lane. Maybe utilizing a road such as Floating Feather or Beacon Light as a loop or alternate route. Taking highway 16 to Interstate 84 is a great idea. More river crossings.	Easy flow of traffic. Possibly take the speed to limit 35-40. Landscaping always looks nice but I would not let it draw out too much money from the main purpose.
50	Yes- plan for future growth and accommodation of said growth in whatever solution chosen, rather than a temporary solution.	Consistent flow vs. intermittent flow- no stop lights- prefer exit/entrance ramps with merge lanes. Speed limit of 55-60 is very reasonable with this sort of design.
51	Yes, without questions. Traffic flow, long-term planning in anticipation of future growth 2030 and beyond. Plan to be one step ahead. Might cost more in the short term but will be less overall.	Good flow of traffic (i.e. easy on and off ramps). Minimum stoplights to avoid an Eagle Rd. situation. Plan access to avoid major back-ups when entering and exiting Highway speed limit of 60 +
52		Speed > 45 and as few stops as possible (more stops negates a faster speed).
53	Reduce the number options to get on and off. Reduce density of development.	
54	Needs to move lots of traffic and maintain high speed limits and few traffic lights! Save downtown Star and Middleton with by-passes	55 mph Few traffic lights Appropriate turn lanes Leave room for mass transit (train)
55	Yes- Safety and maximum throughout with minimal travel time. Lets do the job once, lets not re-build again in twenty years. Should handle next 30-50 years of growth	Safe corridor with 65 mph speed limit.
56	Fix intersection (Lane Signal Light) at 44 and Linder	No stop lights

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57	Yes-Traffic flow. On a major arterial such as this, traffic lights hinder flow more than they assist. Therefore limited access is a requirement additionally, additional lanes are required to handle traffic volumes.	Constant regular flow during rush hours at a reduced overall speed is preferred over a higher speed limit with multiple reductions in speed. At lights and access points.
58	Yes-with projected traffic I would suggest a by-pass road from SH16 to connect to I-84. The by-pass Road would run north of SH44 in the foothills and connect to I-84. The small towns of Star and Middleton cannot handle the projected traffic.	A lot like Eagle Road from the city of Eagle south to the inter-state. Yes it is very busy but also very attractive with the berms and rocks and flowers and sidewalk hiding the houses.
59	Yes, of course. Making 20-26 a truck route and limiting trucks to 30,000 lbs on 44. 4 lane highway, center island, left turn lanes, future bus turn outs for bus stop, curbs, bikeways, center barriers "Krails" on sections of highway outside city limits.	Safety: Bots Dots for lane markers or something similar. All heavy trucks in right lane mandatory, except for left turns. Center median barrier protection from on coming traffic. 35 mph in cities 55 highway.
60	Absolutely, minimize commuter impact by off hours or 24 hour construction where practical-consider temporary toll if necessary. Provide frontage roads to limit access!	55+, minimize stop and go with frontage consider right- turn accesses more frequent. Demand that developers provide frontage roads!
61	Safety and convenience	Turn lanes so traffic has smooth flow
62	Yes!! Moving traffic easier and with greater safety. If our routes were less congested, we might lessen overall the stress and aggressive driving that is becoming all too common in this valley	I would like a 4-lane highway with limited access/ frontage roads-stoplights every mile. We need 4 lanes especially when there are farm vehicles, etc. using the roadways.
63	Yes	Uninterrupted 50 mph
64	I would not like SH44 to become a stop and go highway like Eagle Rd has become- less access roads the better.	Speed limit=55 mph.
65	Yes. Four lanes with turn lanes at intersections (no continuous turn lane). Very limited access.	Not worried about _____. Get us through the area quickly and safely.
66	Yes- more lanes, less stops if possible Limited access, even if means I have to drive and turn around, or go out back way of neighborhood.	Moderate speeds and lights at large subdivisions. Bike lanes and sidewalks back from the road. Divided highway barriers to be attractive inside the towns (the city can plant them, have a big welcome sign)

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67	Yes, the corridor needs improvements. Balancing access and mobility has always been an art. Points need to be considered: -Bypass routes for Star and Middleton -Access management of signal spacing; access spacing -Grade separation @ major intersection (i.e. Eagle, Star, SH16, Middleton) -Time efforts -Nodal development- _____ and planning efforts!	With a corridor like State St. (SH44), I'm looking for mobility. It is the only east/west corridor north of the river.
68		
69	Expressway would take up too much land. Five lane with turn lane would suffice expressway would impede traffic flow	Signals no more than every mile
70		
71	Yes: A minimum amount of stop lights, A continual flow of traffic at a reasonable rate of speed.	To be able to drive to Boise from Middleton without traffic bottlenecks or stop lights at every crossroad, and a twenty mile per hour speed limit with no passing zones half way between towns in length. I have seen traffic backed clear back to I84 west of Middleton because of the twenty-five mile speed limit. Stop lights on a fifty mile per hour road are just crazy, They cause accidents, create road rage and increase maintenance at these intersections due to heavy trucks trying to stop which they can not do.
72	Hwy 16 to Eagle Short-term/immediate: Improve intersection @ Linder-signal timing, right turn lanes, etc. Hwy 44 Needs to be widened to more lanes to handle (From Hwy 16 to Eagle Rd) Emmett traffic	Speed limits around 50-55 max! May need to enforce better- too much traffic frustrates some folks, who then pass at higher than 55 limit. Dangerous intersection at Linder-have had close encounters with <u>fast trucks</u> coming from South, <u>not</u> stopping on red, not yielding and coming over into eastbound 44 without any consideration that I'm in the lane.
73	Less stoplights and more merging lanes until you reach downtown. Overpasses over major roads like Linder and Eagle.	More <u>lanes</u> . Less lights. More turning lanes and merging lanes. The only major arterials that runs east west is I-84
74		
75	Expressway would take up too much land Five lane with turn lane would suffice Expressway would impede traffic flow.	Signals no more than every mile



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76	Yes- more lanes less stops if possible Limited access, even if means I have to drive and turn around, or go out back way of my neighborhood.	Moderate speeds and lights at large subdivisions. Bike lanes and sidewalks back from the road Divided highway barriers to be attractive inside the towns (the city can plant them, have a big welcome sign)

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#	3. What issues in the project should be considered in the environmental analysis?	4. What are your thoughts about an alternate route for the city of Middleton?
1	Catch ponds for water runoff of roads, need to preserve historic structures.	You do need an alternate route for the city. It should be done the same as the alternate route was done for Eagle.
2	<ul style="list-style-type: none"> <li>• Catch (cache) ponds for all run-offs. Nasty stuff.</li> <li>• Tree line along the river side for seasonal critter movements</li> <li>• Check your seismic map for liquifaction areas.</li> </ul>	A north alternate would be good- a south alternate would be in the Flood Plane (20 yr.). Pre-design for mass transit with terminal in town even in By passed. South alternate as described goes through an area of liquifaction in an earthquake. (Build up from swamps)
3	We live on 2 "live streams", ducks, heron, fish, fox, deer should be preserved- they ran between river and 44, so keep/leave that area alone On our property we have an interurban railway bridge- maybe its important	Not through my living room. Or if you do let me know as soon as possible.
4	We have lots of wildlife in our area from foxes to eagles. Our property also has the bridge for the old inter-urban railway. We also have 2 creeks.	It is a good idea
5		I want an alternate route so I can get through towns during busy hours. We cant get onto 44 very quickly without long delays
6		My concern is aligning Middleton Rd. and dumping traffic out of town this could hurt businesses. Make it convenient to get to downtown.
7	Certainly the old city hall should be preserved. The rural flavor of HW 44 is enjoyable and preserving that "flavor" is preferred regardless of how difficult that might be.	Recognizing the impact to the downtown area is always a concern, but in the case of Middleton, having <u>schools</u> on Highway 44 is of the greatest concern. A by pass is critically needed!!!
8		Vital! Cannot get traffic through city today- let alone in forcast period
9		I had thought that a bypass was to be at Emmett Rd. SE along the river to west of Duff Rd? What happened?
10	Designate the area, which was the original town site.	Have to have an alternate route or tear down half the buildings to go through town.
11	Noise, put up fence like bypass at Eagle	Good idea, bypass route looks good as planned on map
12	Noise	It's a good idea and necessary if star has a bypass too.
13		Yes
14	Flood plain issues	Much needed <u>NOW</u> , By the time that alt. route is constructed, travel through Middleton will be a nightmare.

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15	Bike paths/pedestrian paths	If properly laid out and proper signs it would and could be a positive. We would need the right access points and <entrance and exits> Signs that shows the business districts.
16	Stay away from Boise River i.e. wide buffer zone	Need good access to downtown business dist.
17	Going around Star by the river. If a by pass is needed.	I like the idea. The route should not intrude any sooner than Duff Lane. Duff lane is a good starting point.
18	Keep current route, in necessary areas have landscaping or walls to keep noise to a minimum. Make sure flooding is protected against.	I think current proposal is the best option. For concerns for kids going to school put good traffic underpasses-have multiples if it is a great concern to newbies south of town.
19	River bed areas, business districts and noise	An excellent idea majorly needed. I work in Eagle and Middleton needs something similar.
20	Within reason- all the above- there will have to be sacrifice <u>and</u> compromises.	Do it- it needs to happen
21	Noise and wildlife	I would like the road pushed as far north from Middleton lakes as possible.
22	Purchase enough Right way for some trees and flowering bushes along State St., so it isn't just a Highway from Boise to Caldwell.	Yes, it would help the congestion downtown.
23	River, noise	It is needed
24	Historical structures in Star and Middleton	Like idea- may initially affect local businesses but population growth and transportation costs should limit impact _____ short time and eventually outcome
25	When the road is widened to the edge of residential properties there needs to be noise barriers to limit traffic noise in the homes	This is very necessary if traffic is to move freely and it would make school and shopping areas safer. Also noise barriers would be needed.
26	Maybe we could connect out greenbelt to a future greenbelt along river	I think it is necessary! On my corner there will always be a lot of traffic not matter what. But if through traffic wasn't coming through it would help.
27	Cultural impact on elderly living in rural settings	
28	I hope that the road stays away from the river for the most part. I would like to see a wider open space maintained along the Boise River which would keep any flooding away from the expensive homes.	I like the idea. They have slowed the traffic down now because there is so much traffic and my guess is that most of it is just driving through. The proposed route looks pretty good. I'm concerned about turning onto 44 from Emmett Rd. already.

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29	Noise Street lights Air quality Water run off Historical structures Agricultural	Based on Eagle- Bad idea!!!
30	Noise, Historical structures, wildlife	
31	Wildlife is already affected by the tremendous growth of residential development, widening a highway isn't going to impact any more/worse than what have already occurred. Historical land use (near history) has been agricultural. This is changing the rurally residential; therefore the traffic management needs to adjust accordingly.	No comment
32		Should be an alternate route around the town of Middleton. The town site can develop thought their own vision i.e. bedroom community- historical sites- -Consider the present alternate will divide Middleton i.e. take alternate route to the North i.e. Willis Rd.
33	Noise	Good idea- Take it all the way to exit 26
34	Socioeconomic impacts, farmland, noise	I love it. But get the right of way ASAP- the area is exploding.
35	(See comment sheet for map)	I strongly support a bypass of both Middleton and Star! Eventually I would love to see a limited access Expressway or Freeway I-83 and Boise.
36	"Bald Eagle" sanctuary by Boise River New subdivision by Middleton bypass Noise Preserve open space The entire corridor is river bottom	"The more you bypass the better"
37	Wildlife and waterways Definitely noise	I would support an alternate route around Middleton and the area to I-84; something that would tie into exit 26 perhaps.
38	Noise! Wildlife and river areas should be disturbed as little as possible	-Ok -Want to be notified if any changes evolve from current plan. -Want to be notified of all proposed new roads that will intersect.

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39	Noise	Do not know
40	Bike paths-sidewalks Pedestrian overpasses in some cases.	
41	Noise thru Middleton-particularly if "proposal" thru Middleton Lakes Sub goes thru.	South of Boise River @ Middleton Rd. -Not through Middleton Lakes! Subdivision. Create a business route or bypass.
42	Noise pollution. Berms to less sound. River access should be important.	Mostly support an alternate route depending on size, location, and access. If an alternate route is developed in Middleton where proposed it will divide the downtown feel. People in the new Hubble homes development can walk to downtown now, which is good.
43	Homes at this time	2-3 times a year do I go that direction
44	Increasing to 4 lanes will bring noise level closer to homes and livestock along Hwy 44	No comments- I live in Star
45	Where possible impacts to wildlife should be kept to a minimum and historic structures should be preserved.	Moving the Hwy to the east may be the most practical.
46	I realize this is important especially to homeowners on the route who would like to keep their homes. I reject this and hope sound barriers or landscaping hills and trees with sound walls will help. I'm not an expert here but I'm happy to hear possibilities so the best solution can be reached.	It is definitely needed as well as one for Star. The growth will be such that it will be required soon so it may as well be considered now before it's too late and the game of catch-up is played a losing pace.
47	Historic structures are within city limits of Star and Middleton. Bypass the towns and save the downtown _____ from major traffic. Traffic noise can be muffled with stonewalls when traffic flows next to subdivisions. The bypass at Eagle is an ideal example.	A fabulous idea. Saving the downtown core, which includes young pedestrians, elderly drivers, and park _____ from commuter traffic would be a huge jump in safety! And commuters would have the advantage of not slowing for town traffic
48	None	Good idea! Its to late for one in Star, this should be a valuable lesson. Buy the right-of-way before ground is \$10.00 square foot like Star.
49	No comment.	Alternate route for Middleton is a great idea. It worked great for Eagle.
50	Wildlife- As the homes have been built, wildlife has increasingly been chased out of its natural habitat into the roadways causing both safety hazards to drivers at 55+ mph and a decrease in their population.	
51	Noise and proximity to existing subdivisions. Wildlife.	Unable to comment due to my lack of knowledge on that particular situation.

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52	All of the above	
53		
54		Good idea-Sooner the better
55	Noise should be considered.	An alternate route is needed.
56	Move the traffic to 20-26	
57	Noise.	I live in Star and travel to Boise. A Middleton alternate route would not affect me; therefore I have no thoughts on this issue.
58	30,000 to 40,000 cars and trucks are going to create a lot of noise. I would like to move the fast moving traffic onto an alternate Foothill road and keep it out of the center of Star and Middleton. It is too dangerous!	I would like a alternate route from SH16 West to I-84 up in the foot hills
59	Build noise barrier walls where needed or berms. Relocate historic structures, move them. Wildlife will adapt, they always have.	Alternate routes would hurt existing businesses.
60	Road berms similar to Eagle Road-Make the developers put them in	
61	None of the above	No.
62		I would support that. We drive SH 44 frequently between our home (Purple Sage/Old Hwy 30) and Eagle. A bypass would ease that drive for us.
63		Go around.
64		
65	None of great concern	It works for Eagle; Should for Middleton.
66	This should not affect wildlife anymore than currently. Noise would be an issue but would not prefer walls.	Not necessary yet. Good plan but premature. The larger cities don't even have bypasses. I say buy the land while you can afford it! But, would negatively impact businesses that rely on that traffic for customers.
67	To me, Engineering a facility for functionality at this point is more important. Provide grade separated connection amenities to the Greenbelt and river where people can go to see wildlife etc.	Go for it. We need high-speed mobility. This cant be accomplished by going through Star or Middleton.
68		
69	Not necessary	55 mph speed limit strictly enforced
70		

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#	3. What issues in the project should be considered in the environmental analysis?	4. What are your thoughts about an alternate route for the city of Middleton?
71	I personally think a nice long four lane divided highway with cloverleaf type access at each major crossroad (Middleton, Star, Eagle, and the McCall highway) should be considered. While more expensive to do, I feel I would do the job for along time to come. I think possible State highway 44 and highway 20/26 would become the frontage and backage roads relieving some of the traffic on highway 20/26. The clover leafs would be six to twelve miles apart allowing easy access to both highways from any direction.	One of the big mistakes made at Eagle was not using a better intersection at Eagle road and the bypass; they have the same problem at Eagle and highway 20/26. The way it was done allowed a buildup of business at these intersections causing all kind of problems, there has to be a better way you move traffic. And from my travels the cloverleaf design seems to be safer and more efficient. For one they restrict the housing and business development at these intersections. At some point in time the Cascade Horseshoe Bend traffic to get into Garden City.
72	Don't think Hwy 44 should become expressway. Speed limit 50 maybe max all the way-but slow through towns of course. Will probably need more signals, but time them well and add turn lanes, Don't encourage more traffic on 44-better alternate possibilities are Chinden, Hwy 16 connect to I-84, etc. Don't encourage traffic through residential areas.	Proceed with plan to connect Hwy 16 to I-84 (and Chinden). Chinden should be an alternate East/West route to I-84, but Hwy 44 should not become a heavier thoroughfare-from Caldwell, Middleton and Emmett to Boise. Middleton/ Star/Eagle are in the path. P.S. Eagle Rd- could we have trucks stay in right lane? They drive side-by-side and slow down traffic because they can't start up at a decent rate.
73	Signals increase safety, but decrease ease and efficiency of road. All future developments should not be allowed to have access roads to highway 44. This increases stoplights and future slow traffic. You have the same problem with Highway 20, which you are trying to make into a major arterial.	<u>Why</u> are we in the planning state and not an implementation state by now? This growth did not happen overnight. From Star to Eagle the traffic is bumper to bumper already-by the time you put any work into this road it will be futile.

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#	3. What issues in the project are should be considered in the environmental analysis?	4. What are your thoughts about an alternate route for the city of Middleton?
74		<p>I was not able to attend the meetings on planning the future of hwy 44. I'm a schoolteacher, with a young son, so there was no time. I'm writing you now, because I've looked at the basic proposal that came in the mail. Nowhere do I see any mention of making Hwy 44 two lanes, both ways. That needs to happen, now. I have been driving that road, for 10 years, from Middleton to Boise. It has become completely unmanageable. It now takes me an hour and 10 min, to drive what used to take 35-40 min. It will only get longer. I now have to get up at 5:00 a.m. instead of 5:30, in order to get to work on time. Once you get past Star, it is bumper-to-bumper traffic, which does not move above 15 mph. This can't continue. There are already, more accidents out there, in the past 3 years, than the previous 8 years combined. There is more and more building going on out there, with more on line. Worse, I have to take my son to school, in Eagle. So he's with me in the car over the most dangerous stretch, of the road. I spend 13 years in southern California, and watched them completely botch the hwy 91 corridor, as well as all roads in and out of Orange County. Can we possible, not make their mistakes. That hwy, should have been made into two lanes, 3 years ago. You wait another 5 or 10 years, to do what needs doing now, and there will be nothing but gridlocks, and twice as many accidents. This week alone, I've seen 3 accidents. Broadsides, and rear-endings. You have got to do something now. Sincerely, Callie Sands</p>
75	No	
76	Lights only for main intersections, otherwise kick up the speed? Expressway; <u>very</u> limited lights, frontage roads	Great cookies!



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#	5. What are your thoughts about the alternate route identified in the city of Middleton's Comprehensive Plan?	6. What are your thoughts about an alternate route for the city of Star?
1	You are putting it in the flood plain and what has been swamp land in the past.	An alternate route is needed. It should be built the same as the alternate route was for Eagle.
2	Except for going through a 20 yr flood plane with a warming earth and an area of liquifaction in earthquakes. Other than that is a great idea-should last 2 years because needing repaired. Tongue firmly in cheek.	It would have to be built same as the alternate for Eagle was done; however, the woman who has been giving fish and game trouble for years and stealing fish, will give you trouble too.
3	Cost is going to be too high, and unless you pay near and clear, we'll oppose the route to the last day. But we need to be told of an alternate route as soon as possible to adjust our life <u>now</u> !	Forget it- too much expensive subdivisions to buy out-
4	I don't like it going thru my house.	It is needed
5	I like the plan. I would like some more firm maps of projections and land should be preserved for the project now before prices continue to increase.	I think it would be essential or it will become a major bottleneck in the trip to Boise.
6		They have 4 lanes not sure its needed?
7	Very positive! It makes sense to by-pass main street, but as Middleton continues to grow the retail activity will probably mushroom like it has in Eagle. This should be planned and controlled carefully.	Haven't seen the plan for this yet.
8	Only feasible option-pursue acquisition of right-of-way to preserve it.	Necessary- need to eliminate all the store-fronts access.
9	Well, I heard that Hubble homes built on the property along the Boise River where the By pass was to go. Am I right or wrong. Failure to tie Emmett Road into the by pass will be a costly mistake!	?
10	Lesser of 2 evils. Easier to have an alternate route than to go through town.	It is probably needed but almost a bigger challenge than Middleton unless it encompasses Floating Feather.
11	We like it	Don't care
12		It is a must if Hwy 44 is to function correctly.
13	Good	Needed to the north side
14	A good choice in that it does not impact many developed properties, at least at this time, Hwy 44 is the northern most east-west corridor in the Valley. The river is a natural barrier to be dealt with at most of the new growth in the valley taking place north of Hwy 44 or south of I-84	They have very little area for alt. route without impacting existing development.

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#	5. What are your thoughts about the alternate route identified in the city of Middleton's Comprehensive Plan?	6. What are your thoughts about an alternate route for the city of Star?
15	I would feel the same as question 4. It is positive (IF) it would be done with the business and Business owners in close communication and very involved in the decision process.	I am unsure at this time.
16	Round about at the old Middleton Rd. that leads to the business dist. now and connects to the new Middleton Rd alignment.	Widen the downtown route that exists. Increase speed limit to 35 mph.
17	The route looks good. The bypass should turn south of 44. Maybe also plan a mass transit to Star and Eagle along the highway.	Star also needs a bypass if not parallel maybe a bypass by the river.
18	See 4- think more important to improve current corridor. Alternate route should be last resort.	No opinion
19	Its been a very thoughts out route that seems to fit the needs current and in the future of the city.	It's necessary. However the reality of a route will be more difficult with hillside and water boundary issues.
20	I agree	Yes- great idea
21	To close to housing	Have no opinion
22	Its okay	No comment
23	Middleton road and alternate route needs to be a high preference for bike paths, sidewalks, this will be the major artery that needs special consideration.	Needed
24	Like People in new Hubble subdivision should also be concerned about historical flooding in this area.	Needed as much as one for Middleton.
25	Any alternate should be one that impacts the fewest properties and people.	This is also mandatory in order to get traffic up to a reasonable highway expressway speed, other wise it is still choked down with little improvement to traffic flow and money will be wasted.
26	I think is as good as could be done	Probably needed
27		
28	It looks pretty good especially is they keep the access similar to what it is like near Eagle. I would concede a signal at Middleton Rd. (a smart one)	I would be great but I don't see how to do it since it has houses going up everywhere you might build one. Are any bridges planned for crossing the Boise River between Star and Middleton? This could divert some traffic to 20/26 before Star.

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#	5. What are your thoughts about the alternate route identified in the city of Middleton's Comprehensive Plan?	6. What are your thoughts about an alternate route for the city of Star?
29		-No- businesses on State will suffer. -Eagle-bad idea-
30		
31	No comment	No comment
32	Consider new corridor North of Hwy 44- in "Sage Brush area" along Purple Sage/ Beacon Light Rd/ Louthills Rd- couple new and different route- Consider this-	
33.	Wonderful idea- Needs to be extended farther of connect at #26 exit. There is a lot of growth/families between Middleton-I-84 that don't want more traffic out that way- Thanks	
34	It's fine- awfully close to the river and wildlife habitat is going fast with development.	Great! It's no fun to slow down to 25. (of course, we stop at Moxie Java nearly every morning!)
35	I would first plan the bypass for Star because it will be more difficult. If it went north of Star then I think Middleton's would be north too!	Probably to the north.
36	Yes please start alternate route further east. Agree w/ comp. plan	Need one. Really support it. Don't wait do it-do it soon. Consider going south.
37	It needs to bypass the homes and farms west of Middleton.	
38	See comments, question #4	In favor
39		
40	It would be good for the area closest to I-84 and if they go beyond the area the high school is in, but don't-	Against it-merchants have made investments that could be jeopardized.
41	Homeowners in Middleton Lakes have signaled a petition against this proposed alternate route. Hubble Homes did not inform the homeowners previous to buying, during building, or even after move-in! When was HH's notified of this proposal?? We want to see past experience statistics business gained vs. lost reports.	

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#	5. What are your thoughts about the alternate route identified in the city of Middleton's Comprehensive Plan?	6. What are your thoughts about an alternate route for the city of Star?
42	Very limited access on alternate route to Middleton. Similar to the Eagle bypass on the west side of Eagle Road, that has no access to Eagle except Eagle Rd and Old State St. Traffic flows well past town. The current proposed location is too close to the downtown and will divide the residential neighborhoods into 2 towns. People close to the river are still within walking distance-Don't ruin it...	Necessary to preserve a small, cute downtown feel. They should look at a route at Floating Feather which could connect to an alternate route around Middleton connecting at Foothill Rd. and Willis Rd.
43	None	I take Star Rd several times per week to go to Nampa- A bypass from 16/44 to Star Rd/ Rivers Crossing or straight to 20/26 would be used by myself to eliminate the traffic and slow speed thru Star
44	No comments- I live in Star	With residential areas along Hwy 44 in Star; it would make access for residents to downtown Star and businesses easier and could connect back to Hwy 44 easier.
45	I think it will help move traffic if the design is an expressway- no signals.	Not sure- one may be needed to accommodate flow of traffic, but not sure best place for it.
46	I don't travel this part of the corridor very often so honestly can't contribute much here but I agree it must be done.	Yes- Best thoughts would be a route to the north making Floating Feather part of the bypass. This is only because the subdivisions being approved by this uncaring city council is taking up land w/o any consideration for the infrastructures needed to accommodate all the cars.
47	A route north of town would probably be best connecting as for north as Purple Sage Rd. with access points every 2-3 miles. Going south of Middleton would require crossing the river, which would be time consuming and cost _____.	Again- north of town.
48	Good idea!	Too late! Show me where one makes sense!
49	The alternate route is a great location. It seems to be a good spot giving the choices with the least amount of impact to the residents. Impact being in a negative way.	Star needs an alternate route. This is where you can utilize Floating Feather somehow. If highway 16 goes to 4 lanes you could possibly merge Floating Feather into 16 if it was part of a bypass. Only problem is Star is being compacted with subdivisions and we are losing ground quickly to do alternate route.

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#	5. What are your thoughts about the alternate route identified in the city of Middleton's Comprehensive Plan?	6. What are your thoughts about an alternate route for the city of Star?
50		Very beneficial during daily rush hour traffic-can take 1 hour to get to destinations that take 25 mins during off- peak travel times. Star's projected growth in the next 2-3 years will double the amount of cars traveling 44 into Eagle/Boise.
51		Improve Star Road and allow for hwy access via this route. Or provide alternate access to Hwy 16 with the intent of accessing 84 via 16.
52		If route went south could make nice connection from 44 to 20/26 west of Star as a bypass; then Star traffic would remain local/safer. Then, Middleton and Emmett traffic wouldn't dump onto same highway. (20/26 would have to be expressway for this.)
53		
54	Good idea- Keeps traffic moving make corridor wide for sound abatement and makes visually pleasing	Good idea- Keeps traffic moving Same as above
55	I think it is a good choice	It's a good idea.
56		Put thru Road next to the river south side of town. Or better yet move it up to 20-26.
57	N/A	I don't know where you are going to put it with current development.
58	Very good idea!	Good idea. Start at SH16 and run it into or along the Foot Hills all the way to the inter-state.
59		Not a good idea. Control speed limits, intersection, and traffic load (no big trucks). Make changes to the roadside parking, no backing onto street. Make the road drivable with easier access from side streets and limit crossing intersections. I.e. center medians.
60		Not practical- Develop 20/26 so that 44 for Star, Middleton, Emmett.
61	No knowledge	No knowledge
62	Looks good to me.	We need that too. I'm not sure where to put it in light of development that is already in the area, though.
63	Correct.	Needed.
64		

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#	5. What are your thoughts about the alternate route identified in the city of Middleton's Comprehensive Plan?	6. What are your thoughts about an alternate route for the city of Star?
65	Did not see that. Does it differ from photo/map?	If Star is to survive (without overwhelming traffic through the center of town) then an alternate should be found like Eagle and hopefully like Middleton will have.
66	It's good that the city is thinking ahead. I wish Star would.	Good thought, but where> Would have to be north-Can't go south through the river. I think it's necessary for Star to have a small town feel. If not, they should develop a "walking and shopping" downtown some other place.
67	It needs work but is a good start.	When can we start to preserve the corridor. Costs are only going up!
68		
69		No.
70		
71	I have not seen Middleton's plan. However seems to me any other place might solve our problem for now. By the time it was completed Star and Eagle would both have the same problem, just look at the mess on Eagle road, which will have to be fixed in the near future.	Same as Middleton let us get the through traffic out of school zones and small cities and follow eagles example. Create a long four lane divided highway from Boise west to the I84 connector.
72		Since there doesn't seem to a planned route (no corridor set aside), as Middleton has done, would like to see Middleton/Caldwell traffic sent down Can-Ada Rd. from 44- to Chinden and I-84. Star has many subdivisions in all directions-should <u>avoid</u> sending heavy traffic on roads, such as Plummer Rd., etc.
73	N/A	Right now traffic will bottle neck in Star because the speed limit is 25 mph. We definitely need one, but if you don't hurry every square inch of Star will be developed before you can up one in.
74		
75		No
76	It's good that the city is thinking ahead. I wish Star would!	Good thought, but where? Would have to be North- can't go south through the river. I think it's necessary for Star to have a small town feel/ If not, they should develop a "walking and shopping" downtown some other plan.

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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
1	Frontage and backage roads, you need some sort of mass transportation plan for the future traffic.	
2	Frontage and backage roads- minimum access and remove existing lights wherever you can to reduce accidents.	<ul style="list-style-type: none"> <li>• Mainstream media is not keeping you up to date on trends.</li> <li>• Trends are good for Planning Purposes.</li> <li>• Money supply (true inflation) is extreme. National debt has increased at \$1 trillion every 18 mo since year 200. Bernacke wants a depression trends show recession by fall 2006. We are Past Peak oil- 30 yrs left.</li> </ul>
3	Lights at 1 mile outside cities limits, ½ mile closer to town and as necessary in town.	I see what you are talking about- Indecision is the worst result. Make a decision and take action now, not in a few years. Otherwise we'll have a "Karcher Exit" fiasco.
4	Slower speed limits on original Hwy 44. Some signals with higher speeds on the 44 bypass..	
5	Fewer signals. Expressway would be nice frontage roads are essential to help traffic get through town and throughout the country.	Lets stop taking about th project and get started.
6	More lights more frequent in city limits the right hand is not speaking to left hand.	We have been told many times that is has not been a definite decision on the aligning of Middleton Rd. I am now hearing from people within the city it has been a definite decision for a long time. My concern is that the public is only being told what ITD wants to tell us.
7	The concept of frontage roads seems more appropriate for HW 20/26. Maybe in places along HW 44, they could be incorporated.	
8	Signals every mile, backage roads	
9	If 44 is to become and expressway- limited lights, frontage roads, Middleton and Star bypasses... move the most traffic we can most effectively. The bypass	
10	Some way to go over Middleton Road. It cannot go under. Overpass is probably the answer and access ability off and on. At least 3 access roads	5 lanes if possible
11	You decide, as few signals as possible	

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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
12	Backage roads will pull traffic away from 44. Backage roads are a good idea. Frontage roads don't seem to help keep traffic away from 44.	
13	Frontage or backage rds.	
14	¾ mi access with limited access both North and South.	I only wish that there were a way to fund this Middleton Alt. Route sooner than later in the longer outlook, Hwy 44 would do more to help traffic flow than would the development of Hwy 20-26.
15	Signals every ½ mile urban area. A signal every mile.	
16	Signals every 5 miles	
17	Parallel roads minimize stop lights	
18	44 through town MUST be widened w/ turn lanes, bike paths 4 lanes w/ center turn lanes, turn out lanes for major subdivisions.	
19	Expressway with frontage roads and access point periodically in locations that would less impact the commuters.	
20	Expressway frontage and backage roads.	
21	Must have one signal at every major road or where children must cross	I would like to see a finalized plan before the alternate route is built
22	Frontage: Eagle Rd. from I-84 to Fairview Ave. is the worst stretch of highway in this valley. No room to add extra lanes. (Its horrible) Try not to let this happen.	We need two lanes in each direction plus a turn lane in the center. Wide shoulders for emergencies.
23	Need more access roads off highway, with overpass of Middleton Road with – both sides, no more access roads- use side roads on each side to parallel it for future development.	At least 5 lanes if not seven. Do not under build it, to where it becomes obsolete before it is finished.
24	Few signals except at “significant” roads	



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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
25	I want signals removed with over pass under pass diamond or cloverleaf transitions to keep access limited to major roads only. Future development would use service only. Future development would use service and other access roads to the major intersections.	
26	Signals at each end and Middleton and a way off and on at Middleton so as not to force all Middleton road traffic back into town.	I think that the Eagle interchange was done well and maybe would be good to model Middleton after.
27		Public transportation planning <u>must</u> be included and stressed in any study and/or recommendations regarding transportation.
28	I don't like signals any closer than one mile but I can see where ½ mile might be needed in the <u>distant</u> future. Minimize access points. An example I know of and drive is the Kino Parkway in Tucson, AZ. The access and commercial development is limited and the speed is maintained at 45 mph.	The Middleton H.S. is planned for a site on Willis near Emmett Rd. I am already concerned about that traffic. Can you get the planning a zoning to stick to their comprehensive plans?
29	More signals in urban (city limits) further from town less often.	This is a great thing thank you!!!
30	Expressway- with heavy fines for violators! Improve drivers education and increase emphasis on merging into moving traffic. Send instructors to Europe to see how people should merge.	I would like to see an Expressway for commuters during the rush hours. In addition, drivers should be educated how to merge properly while could be taught in drivers education classes. Improper merging causes delays and accidents.

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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
31	<ol style="list-style-type: none"> <li>1. An additional river crossing between Star and Middleton, adjoining SH 44 and 20-26 and further south. Consider Kingsbury extension.</li> <li>2. Delineation and or signalization at each major crossroad/ section line road,</li> <li>3. Enforce vigorously and strictly current traffic law</li> </ol>	Incorporate expressway lanes to be used by pool vehicles during rush hour. (Occupied by 2 or more). And by mass transit vehicles.
32		20 years before we see completion??- Too long
33	Signals as warranted. Middleton/Hwy 44- very busy now.	
34	Controlled access- or very limited access where development has already occurred.	
35	I think a freeway north of Middleton, Star, and Eagle would best serve our future. The freeway could start as a limited access expressway to save money then build the freeway a part at a time.	Thanks to all of you for the chance to express my views.
36	Cannot continue with a 25 mph speed limit. Something has to change. All this traffic thru the cities can't continue.	High school traffic is a problem-make sure not another bottleneck. Need northern beltway and southern beltway. Would not need as many 7-lane roadway if we had a beltway. Consider context _____ solutions, sound walls, landscaping.
37		
38	Strive for expressway w/ frontage roads between towns. Signals around the towns seem necessary.	The property will not be acquired under current Middleton Bypass plan, but the bypass will follow my southern property line. I want to be kept informed so I know if I will access Hwy 44 on a frontage road/ signal, etc.
39		
40	More frequent in areas that are congested and not needed in open areas.	Something does need to be done The traffic is too intense.

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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
41	Signals in town, more frequent. Further on, less often.	How can Middleton Lakes Sub “speak out” to other options for alternate route thru Middleton? Follow up meetings- when are they? I really would like to be involved.
42	Access at every 1 mile with frontage or backage roads. Possibly every half mile if the alternate route was established along Willis Rd., Foothill Rd, and Floating Feather.	Conditional access for future development allowed only until permanent frontage or backage access is developed.
43	Item #1	
44	Frontage roads would be helpful-signals every mile would be good. I’d like to see access from Hwy 16 to the freeway, which would reduce congestion on Highway 44.	
45	Expressway- it will help encourage people this route as an alternative to I-84.	
46	Expressway- less stopping, better speed, least amount of accidents -along with feeder/frontage streets helping to eliminate the slowing traffic into/out of subdivisions and accommodation for stopping by buses for their routes. I realize this may cost more but it’s the most efficient, even by the study displayed.	I’ve talked with Patricia and would have appreciated the opportunity to meet her at tonight’s meeting. This being said, I’m still willing and able to help in a task force in order to help get this process moving and given perspective as a daily commuter on this route.
47	Expressway!	Rather than trying to please everyone; explore the options and pick a solution for the population that travels the corridor on a daily basis. No matter the decision, something different needs to be accomplished to accommodate commuter traffic now and the traffic to come.
48	Nobody likes them, but signals work best. Turns lanes and accel-decel lanes.	Again, Hwy 44 frontage is best suited for commercial activity, nobody wants to live on the Hwy. Frontage and backage roads may work best.
49	An expressway would be a great idea. Most people are against it but it would produce flow of traffic to Boise.	In my opinion we need to act as fast as possible. Alternate routes may be loops around a town are great ideas. Definitely expanding highway 44 to 4 lanes plus a center turn lane from Middleton to Eagle. I hope is a top priority.

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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
50	Expressway, no signals. Frontage/backage roads would work for business/ residential access rather than constant stop/go of signals and stop signs.	
51	Least amount of signals. The last thing we need is another Eagle Road disaster. An expressway or some variation of would be the most viable type of roadway in my opinion. Also, build this with long term vision, instead of a 4 lane to meet today's needs or 10 yr projections, create 6 or 8 lanes in order to avoid having to go through this process again in 15-20 yrs. Plan, plan, plan for future!	
52	Frontage rds. either 1-mile signals or expressway (signals Ok if 20/26 is expressway w/ Hwy16 access).	Consider making Beacon Light better throughway.
53		
54	Frontage Roads with very few stoplights. Eliminate some of the "small" access points. Allow longer right turn lanes at signaled intersections to keep traffic moving even if light is red.	
55	Expressway or freeway with frontage roads.	
56	No signals closer than ½ mile. Lower speed limit from S.H. 16 to Can-Ada Road to 35 max.	Put the big road on 20-26, and keep 44 small-save everyone a ton of money.
57	Signals should be kept to a minimum. ½ mile is to close and so is 1 mile. Due to cost of Expressway, signals will probably be utilized, but should be limited to a minimum of 2-mile increments.	During commute, backups arise at Linder and Park signals both a.m. and p.m. Signal timing at these two intersections could be improved for some short-term relief.

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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
58	Within the city's impact area-signals every mile beyond the city's impact area- utilize frontage or backage roads. I'm not sure that the cities of Star and Middleton can handle this amount of traffic in their central business districts.	Utilize highway 20/26! Make it three lanes each direction to the interstate. There are no towns to contend with and it would be a lot cheaper and easier.
59	Signals at major intersections be they 1 mile or ½ mile. Wider access to merge into and out of commercial areas. Bus stops for future rapid transit. Better lane markers, right turn lanes.	I feel that your traffic estimates are way off, you should double your projections at least. Plan way ahead because 10 years ago you had no idea it would be like this now. So what's going to happen in 10 more years? Gridlock is very close if not here.
60	Covered.	
61	Limited access except towns.	
62	We need signals (not stop signs!) every mile to enable people on the cross roads to enter/exit safely. Every ½ mile might be too much unless in a densely developed part of the route. We definitely need some type of traffic signal at Junction of SH 44/ Old Hwy 30- I know it will be challenging to do this in light of freeway off ramp congestion (I-84, exit 25) at certain times of the day-but sometimes it is impossible to turn onto 44 from Old Hwy 30 because of all the exiting freeway traffic.	
63	Signals every mile at most at east and –keep if less at west end	Eagle Christian Church has 400+ cars 2 times each Sunday morning- expected to double.
64	Expressway	
65	May vary over the length, but signals will be needed for safe access. Expressway may not be achievable but should be the goal.	Don't take too long studying; get it done A.S.A.P.
66	Lights only for main intersections, otherwise kick up the speed. Expressway; very limited lights; frontage roads	Great cookies!

**S.H. 44 Corridor Preservation Study  
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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
67	Expressway w/ signals on the mile. Right in and right-out on the half mile. Provide proper interconnectivity off the major arterials. Developers will work w/ you on this- hold feet on the fire on development projects.	

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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
68		<p>Dear Ms. Nilsson,</p> <p>As a representative of public safety services, I would like to offer some general comments on the various corridor studies currently underway by COMPASS. I am specifically referring to those transportation corridors that are located near the Caldwell area (Hwy. 20-26, Hwy. 55 and Hwy. 44) but this could also apply to all of them.</p> <p>The Caldwell Fire Department provides fire and EMS services to a 120 square mile area with a growing population of around 50,000 people. The roadway system is our conduit for the (hopefully) swift delivery of out life-saving services. If there are problems with the roads, then those problems will also impact our operations.</p> <p>Even with state-of-the-art emergency warning devices (lights and sirens) on our apparatus, and even with the assistance of traffic signal pre-emption devices, we still cannot overcome heavy, slow traffic or a grid-lock situation which delays our emergency response. The citizens can live with an occasional cold pizza delivery, but they won't forgive us if a member of their family dies or their home burns down because the fire department was "stuck in traffic."</p> <p>In general the emergency services need your help in providing us with the following:</p> <ul style="list-style-type: none"><li>• Wide, multi-lane arterial corridors that will allow us to safely navigate around congestions with adequate room for people to "pull to the side" to allow us to pass</li><li>• Roadway shoulders that are wide enough to park a large fire apparatus on without it being a hazard to motorists or the emergency personnel</li><li>• The continued use of traffic pre-emption devices (Opticom) that should be required on all traffic signals on the corridor roads and elsewhere</li><li>• Greatly improved intersection illumination (street lighting) that makes it easier to see persons and/or vehicles in or near the roadway</li></ul> <hr/>
		RBCI 6/21/2006

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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
		<ul style="list-style-type: none"><li>• Large, easy-to-read, illuminated roadway name signs at important intersections that can be seen from a distance (upon approach) to allow time to prepare to turn</li><li>• Planned “co-lateral” traffic circulation using surface streets that are adjoining corridor roadways which would allow reasonable detouring if the corridor is shut down or blocked</li><li>• Don’t “experiment” putting “roundabouts” on arterial intersections (such as what is proposed by ITD and Caldwell for Middleton and Ustick Rds.) until times as Idahoans have adapted to their concept on lesser traveled roadways</li><li>• Insist on the use of high-quality reflective traffic line paint to delineate traffic lanes, shoulders, crosswalks, etc.</li><li>• Consider the use of “reflective dots” to augment the traffic line paint for inclement weather when lines are obliterated by rain, sleet or ice</li><li>• Consider a single, wide overpass at a mid-point to serve both Middleton and Ustick Roads in crossing I-84- just build one bridge, instead of two</li><li>• Install more programmable warning sign boards on corridor roads to warn of traffic delays ahead, accidents, Amber Alerts, severe weather warnings, etc.</li><li>• Try to find ways to get roadways planned, funded and constructed before we reach unbearable congestion and gridlock situations</li></ul> <p>In summary, we are all trying to cope with amazingly rapid growth. Traffic is one of those problems that increases exponentially with development. Patience is needed for the routine day-to-day use of congested roadways, but patience is not a wise request to make of someone whose spouse is turning blue from a heart attack waiting for an ambulance or a family whose home is being consumed by fire while a fire engine tries to make its way down over-crowded, heavily congested roads to help.</p> <p>We need to look and learn from other areas out West like Las Vegas, NV or Phoenix, AZ that have gone through, and which are still going through, this process and take</p>



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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
		<p>some lessons learned from the more progressive of them.</p> <p>Thanks for your consideration.</p> <p>Sincerely,</p> <p>Douglas Brown Deputy Chief/ Fire Marshal</p>
69	No.	
70		
71	I personally think a nice long four lane divided highway with cloverleaf type access at each major crossroad (Middleton, Star, Eagle, and the McCall highway) should be considered. While more expensive to do, I feel it would do the job for along time to come. I think possible State highway 44 and highway 20/26 would become the frontage and backage roads relieving some of the traffic on highway 20/26. The clover leafs would be six to twelve miles apart allowing easy access to both highways from any direction.	One of the big mistakes make at Eagle was not using a better intersection at Eagle road and the bypass, they have the same problem at Eagle and highway 20/26. The way it was done allowed a buildup of business at these intersections causing all kind of problems, there has to be a better way you move traffic. And from my travels the cloverleaf design seems to be safer and more efficient. For one they restrict the housing and business development at these intersections. At some point in time the Cascade Horseshoe Bend traffic to get into Garden City.
72	Don't think Hwy 44 should become expressway. Speed limit 50 maybe max all the way-but slow through towns of course. Will probably need more signals, but time them well and add turn lanes, Don't encourage more traffic on 44-better alternate possibilities are Chinden, Hwy 16 connect to I-84, etc. Don't encourage traffic through residential areas.	Proceed with plan to connect Hwy 16 to I-84 (and Chinden). Chinden should be an alternate East/West route to I-84, but Hwy 44 should not become a heavier thoroughfare-from Caldwell, Middleton and Emmett to Boise. Middleton/ Star/Eagle are in the path. P.S. Eagle Rd- could we have trucks stay in right lane? They drive side-by-side and slow down traffic because they can't start up at a decent rate.

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#	7. What access type do you think best serves the future needs of the corridor and why?	8. Additional comments:
73	Signals increase safety, but decrease ease and efficiency of road. All future developments should not be allowed to have access roads to highway 44. This increases stop lights and future slow traffic. You have the same problem with Highway 20 which you are trying to make into a major arterial.	<u>Why</u> are we in the planning state and not an implementation state by now. This growth did not happen overnight. From Star to Eagle the traffic is bumper to bumper already-by the time you put any work into this road it will be futile.
74		I was not able to attend the meetings on planning the future of hwy 44. I'm a schoolteacher, with a young son, so there was no time. I'm writing you now, because I've looked at the basic proposal that came in the mail. Nowhere do I see any mention of making Hwy 44 two lanes, both ways. That needs to happen, now. I have been driving that road, for 10 years, from Middleton to Boise. It has become completely unmanageable. It now takes me an hour and 10 min, to drive what used to take 35-40 min. It will only get longer. I now have to get up at 5:00 a.m. instead of 5:30, in order to get to work on time. Once you get past Star, it is bumper to bumper traffic, that does not move above 15 mph. This can't continue. There are already, more accidents out there, in the past 3 years, than the previous 8 years combined. There is more and more building going on out there, with more on line. Worse, I have to take my son to school, in Eagle. So he's with me in the car over the most dangerous stretch, of the road. I spent 13 years in southern California, and watched them completely botch the hwy 91 corridor, as well as all roads in and out of Orange County. Can we possibly, not make their mistakes. That hwy, should have been made into two lanes, 3 years ago. You wait another 5 or 10 years, to do what needs doing now, and there will be nothing but gridlocks, and twice as many accidents. This week alone, I've seen 3 accidents. Broadsides, and rear-endings. You have got to do something now. Sincerely, Callie Sands
75	No	
76	Lights only for main intersections, otherwise kick up the speed? Expressway; <u>very</u> limited lights, frontage roads	Great cookies!